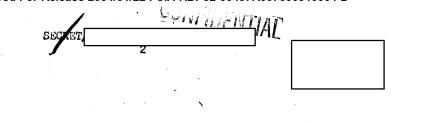
| | CLASSIFICATION_SINCY |
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| COUNTRY | Sermany (Soviet Zone) REPORT NO. |
| TOPIC | Beurnpoin Airfield |
| | W/ |
| EVALUATION | N/60) |
| t file Geografia | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| | NTENT Prior to 13 March 1951 |
| DATE OBTAIN | VED_ DATE PREPARED_16_ADm12_1053 |
| REFERENCES | |
| PAGES | 2 ENCLOSURES (NO. & TYPE) |
| REMARKS | |
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| | TO BUILDING OF THE PARTY OF THE |
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| l. I | rior to 13 March 1951, Colonel Postinkov, (fnu), Lieutenant Colonel |
| 2 | Aukhornikov, (fnu), and Lieutenant Colonel Karnatovski, (fnu), visited ouruppin airfield (N 53/Z 49). The officers were assigned to the |
| S | oviet construction offices located in Karlshorst (2 53/2 94) and Werder |
| | E 53/2 63). The construction staff in Heuruppin including Lieutenant Colonel Vinogradov, |
| (| fnu), and technical officer Captain Makarov. (fnu), wore subordinate to |
| r | olonel Postnikov. The officers of the construction staff wore yellow-bordered od epaulets and red ribbons on their cas. (1) |
| | The following is a description of the jet fighters at the field: |
| | ockpit canopy slide back; nosewheel extends rearward and not forward as |
| g | reviously reported: two cannons one above the other on left side of nose |
| ti t | then observed from the front, two machine guns on right side, one a little to the rear; The breech piece of weapons with live ammunition is marked by |
| r | ed flags when aircraft are parked. Planes that are refueled are fitted with |
| | flag on the nose, the flags being removed prior to take off; aircraft were |
| | |
| | |
| | ovict star is painted on the fuselage and also on the rudder assembly; a flap, |
| w | as on the rear part of the fusciage, and was closed prior to take off. (2) |
| 3. T | wo single-engine, highwing planes with rigid landing gear, three single-engine |
| a C | ircraft, about 12 PO-2s, and 18 silver-gray jet fighters were parked on the ield up to 13 March. (3) There was intensive flying day and night. Formation |
| f . | lying by four jet aircraft and take-offs by two jet planes were practiced during |
| t) £ | he daytime. The average flying time was about 15 to 20 minutes. The jet ighters did not fly during the night. Twin-engine aircraft which were not |
| 8 | tationed at the field were repeatedly seen flying over the airfield at night. |
| <u>ν</u> | uring the first week of March, a formation of 18 jet fightors landed at the |
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- The radio installation conisted of a wooden hut about 2.5 meters square and four masts. An antenna lead from each masthead to the wooden hut. (5) Twenty meters northwest of this hut was another wooden hut of the same size. This hut had a four-circuit overhead line which came from the officers mess and extended along the Klappgraben. A third wooden hut, 10 meters long and 3 meters wide, was located 20 meters northwest of the second hut. There was a generator in this hut and a gasoline engine which was heard running.
- 5. The fuel dump next to the officers' mess had a total capacity of about 400,000 kg. It consisted of three semi-underground containers, which came from former German air force installations, each container having a capacity of 50,000 kg; eight semi-underground containers each with a capacity of 15,000 kg; and 18 to 20 underground containers, dug-in in groups of three. The fuel dump was filled to about two thirds of its capacity. Fuel arrived in railroad tank cars. Dogs, chained on leashes about 30 to 50 meters long, guarded the fuel dump. Leashes for the watchdogs were also seen fastened between the telephone polesyalong the Klapp-graben.
- 6. The rotary searchlight was removed from the repair hangar and mounted on a truck. The graves at the cemetery 50 meters from Wittstock Allee were leveled off for the construction of a wooden hut.

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(1) Colonel Vinogradov, (fmu), was previously reported from Neuruppin as chief of the airfield construction.

(2) According to previous observations, the nose wheel of the MIG-15 is retracted to the rear. No swept-back wing jet aircraft type is known which retracts its nose wheel forward. The armament reported differs from the MIG-15 type previously known which is equipped with two machine guns and one cannon. Red flags were often reported to be fitted on the nose of aircraft. Their purpose is not known. Since such flags have been observed almost always on aircraft, not covered with tarpaulins, the reason is believed credible.

with tarpaulins, the reason is believed credible. 25X1
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The aircraft are assigned to a fighter regiment transferred from Oranienburg to Neuruppin. A total of 18 different aircraft observed at Neuruppin. The large number of PO-2e carret be explained 25X1

observed at Neuruppin. The large number of PO-2s cannot be explained.

(4) It has not been determined to which fighter regiment

(5) The description indicates that the radio installation is perhaps a transmitting and receiving installation, but not an Adcock DF.

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